SALLY MÆRSK

Odense
Staalskibs-
Værft:

[W/118]

Newb, No 10.

Longitudinal-
Section & Decks

Approved plan.

LLOYD'S REGISTER OF SHIPPING
SURVEYORS OFFICE
SKT. ANNÆ PLADS 28
COPENHAGEN

M/S. "SALLY
MÆRSK",

3252 Tons,

of COPENHAGEN.
Rpt. No. 6574.

W118-0109

HATCH-CORNER IN SHELTERD
SHELTERDECK FLANGE
3½·3½·.44
HATCH-CORNER IN DECK
MAINDECK FLANGE
3½·3½·.44 .50
SHELTER-DECK
12"·4"·4"·.52·.62"
REVERSED ANGLE 3½·3½·.40" EXTENDING FROM SIDE OF HATCHWAYS TO SHIPSIDE
HATCH-END-BEAMS
9"·3½"·.48 .50
MAINDECK
3½·3½·.40 .44
FACE BAR EXTENDING FROM SIDE TO SIDE
Nº1. HATCHWAYS: 6·3"
Nº2. 8·3"
Nº3. 6·3"
Nº4. 8·3"
Nº5. 6·3"
HATCH-SIDE-COAMINGS
SHELTERDECK
9" at Nº4
9"·3½"·.48 .50
MAINDECK.
13" BY HATCH Nº1·3
12" Nº5
RIDERPLATE ~~9·.50"~~ FOR HATCH Nº2
~~10·.50"~~ Nº4
See List
SILENCER HOUSE
SKYLIGHT
GALLY
CASING
CHART-HOUSE
CAPTAIN-HOUSE
SALOON-HOUSE
STEERING GEAR
CREW SPACE
HOLD
SHAFT TUNNEL
MOTOR ROOM
WEB FRAME
BULKHEAD
WINCH
WINDLAS
CONTROLLER
FORECASTLE DECK
SHELTERDECK
MAINDECK
STRINGER
BREAST HOOK
DOUBLE BOTTOM IS CONSTRUCTED TO CARRY OIL CENTERGIRDER OILTIGHT FROM FR. 52
BEAMS ON ALTN. FRAMES
WOOD DECK SWEDISH PINE
FACEPLATE
STRINGERANGLE
BOATDECK
ENGINE SKYLIGHT
NAVIGATING BRIDGE
BEAMS NOT EXEEDING
DECK
HALFBEAMS
BEAMS
HATCH END BEAM SEE SKETCH
CARGO HATCH 22'-0"·18'-0"
CARGO HATCH 30'
ENGINE CASING
CARGO HATCH 24'-0"·18'-0"
SHELTERDECK
MAINDECK
GUSSET ON EVERY 4TH FRAME WHERE MARKED × ANGLES
TANKDIVISION
W.T. BULKHEAD
INTERCOSTAL GIRDER
CENTER GIRDER
INTERCOSTAL
TANKTOP
6.1.22

PROFILE YARD Nº 10

CLASS: BRITISH LLOYDS. 100A.I. "Shelter deck with freeboard"
MATERIAL: STEEL
TYPE: CLOSED SHELTERD K WITH FREEBOARD
DRAUGTH: AS DEEP AS SSIBLE
SPEED: 10 KNOTS
ALL THICKNESSES o INCH

DIMENSIONS:

ENGHT OUTSIDE STEM AND STERNPO	331'-0"
— " — INSIDE — " — " — "	329'-6"
READTH MOULDED	44'-0"
DEPTH — " — TO MAINDECK	21'-11"
— " — — " — SHELTERDECK	28'-11"
HEIGTH OF FORECASTLEDECK	7'-0"
— " — BOATDECK	7'-0"
— " — APTAIN HOUSE	7'-0"
— " — CHART HOUSE	7'-0"

SCALE ⅛" = 1 FOOT

FOR PEAKDECK & STRINGERS SE ECIAL PLAN

WINCHES, WINDLASS, STEERING GE R SUPPORTED TO SURWEYORS SATISFACTION

	Plate	Face bar on bottom
No1 hatchway end bea	17·46	8·3½·48 B.A.
No2 " " "	9·50	9·3½·46 "
No3 " " "	8·40	9·3½·46 "
No4 " " "	0·50	9·3½·46 "
No5 " " "	·46	9·3½·46 "

No1 hatchway side coaming 17" below deck ·50. 13" flange on bottom
No2 " " 19 " " ·50 12 " " " with rider 10·50
No3 " " 18 " " ·50 13 " " "
No4 " " 30 " " ·60 12 " " " with rider 10·60
No5 " " 14 " " ·50 12 " " "
Tripping brackets at alternate beams on both decks with a long between in view of depth of girders.

10
2
⅛" = 1 FOOT
6-1-22
PROFIL

Odense Staalskibs-
Værft,

Newb. No 10.

Midshipsection.

Approved plan.

LLOYD'S REGISTER OF SHIPPING
SURVEYORS OFFICE
SKT. ANNÆ PLADS 28
COPENHAGEN

M/S. „SALLY MÆRSK"
" of Copenhagen Rgt. No 6574.
3252 tons.

W118-0110

26.1.22

-EQUIPMENT-

1 Bower-Anchors each 45 Cwts. Stockless
1 " " 44¾ " "
1 -"- -"- 38¼ -"- -"-
} Collectiv Weight 128 Cwts.
1 Stream Anchor 12 -"- Exl stock.

270 Fathoms Stud Chain Cable 1 15/16" Minimum Weight 511-1-14
90 -"- 4¼" Steel Wire Rope
100 -"- 4" -"- -"- -"-
2 Hawsers each 90 Fath. 7" or 2½" Steel Wire
2 " -"- 90 -"- 6" or 2¼" -"- -"-
} Owners consent to steel wire.

-EQUIPMENT-NUMERALS.-

(44'-0" + 21,92) × 331 =	21819
Shelter Dk. 331' × 7 × ¾ =	1738
Forecastle 32,5 × 7 × ¾ =	171
Midshiphouse 50 × 7 × ½ =	175
Saloon house 20 × 7 × ½ =	70
	23973

[illegible]

-SCANTLING NUMERALS.-

Transverse Numeral: 44'-0" + 21.92 = 65.92
Longitudinal -"- = 65.92 × 331 = 21819
d = 21'-11" ÷ 3'-1" = 18'-10"
$\frac{L}{D} = \frac{331}{28,92} = 11.44$; $\frac{L}{B} = \frac{331}{44} = 7,52$

-FORECASTLE-

Length	32'-6"
Row of pillars	1
Beamspacing	Every Fr.
Beams	180×75×10.5
Stringer Pl.	29"×.32
-"- Angle	75×75×8
Gutter -"-	75×75×8
Side plate	.36
Deckplating	.30

MIDSHIP-SECTION M/S No 10

DIMENSIONS.

Length outside stem & sternpost	331'-0"
Breadth moulded	44'-0"
Depth moulded to maindeck	21'-11"
-"- -"- -"- Shelterdeck	28'-11"
Height of F/C - deck	7'-0"
-"- -"- Boatdeck	7'-0"
-"- -"- Captain house	7'-0"
-"- -"- Chart-house	7'-0"

Scale ½" = 1 Foot.

Class: British Lloyds ✠ 100 A.1. "Shelter deck with freeboard"

Double Bottom Arranged to carry oil fuel

Material: Steel

Type: Closed Shelterdeck with Freeboard. Topgallant Forecastle

Draught: As deep as possible

Speed: 10 Knots.

All thicknesses 1/100 inch - and m/m.

FRAME SPACING 24" EVERY WHERE.

Frames 220×85×12.5 m/m ⌐
Frames in Peaks 150×70×10 m/m ⌐ all to forecastle [illegible]
Frames in Engine Room 220×85×12.5 m/m ⌐ (& webframes [illegible]
Plate 18"×.42 faceangle 90×75×9.5 double)
~~All~~ To maindk. (and shelter deck alternately) (exept below F/C where frames 135 to 143 extend to shelter dk. and forecastle dk. alternately with alternate frames cut down to 140 m/m above shelter deck. (see profile)
Alternate Tween dk frames cut to 140 .... exept at ends of hatchways
Cant frames 130×75×8 ⌐ 24" apart at the knuckle
Floor in after peak .36" } 3" flange on top
-"- -"- fore -"- .36
Transom plate 36" × ~~.42~~ .44
Stem 9½"×2½" redused above load line to 9"×1⅞" at top.
Sternpost } See separate plan.
Propeller post 9½"×6"
Rudderpost 8½"×6" redused from counter to 3¾"×6"
Sole-piece 12"×5½"
Rudder: Single plate. See special plan to be submitted
Plating beyond ½ L ⊗ to be gradualy redused
To the thicknes [illegible]

Shell-plates to take 14 frame-spaces in length.

Boss-plate ~~.34~~ .66

Plates riveted to sternpost to be of the same thickness as their strakes amidship

Strengthening of the fore part of bottom.

The 3 strakes of shell plating next plate-keel are to maintain their midship thickness .50" forward to the collisions bulkhead.

Tank frames to be doubled from ⅗ L foreward to the -"- -"-

Rivets connecting shellplating to tankframes forward of ⅗ L are to be spaced not more than 5½ diam apart.

Plan to be submitted shewing details

No speciel riveting to oil fuel tanks in shell.

Tankside, tanktop (except landings in motor space if oil fuel carried under the motors) for double bottom arranged to oil fuel. Centre girder to be oiltight (not be caulked) exept in forward and afterward double bottom tanks.

-RIVETING.-

Outside plating.

Butts:

Strake A Butts lapped & 4 Riv. for ½ L. ⊗ 3 Riv. at ends where under 76
-"- B -"- -"- & 3 Riv. Fore & Aft.
-"- C -"- -"- & 3 Riv. Fore & Aft.
-"- D -"- -"- & 3 Riv. Fore & Aft.
-"- E -"- -"- & 3 Riv. Fore & Aft.
-"- F -"- -"- & 3 Riv. & 2 Riv. where .42
-"- G -"- -"- & 3 Riv. & 2 Riv. where .42
-"- H -"- -"- & 3 Riv. & 2 Riv. where .42
-"- J -"- -"- & 3 Riv. Fore & Aft. D° "
-"- K -"- -"- & 4 ~~3~~ Riv. Fore ⅔L & Aft to 3R. D° "

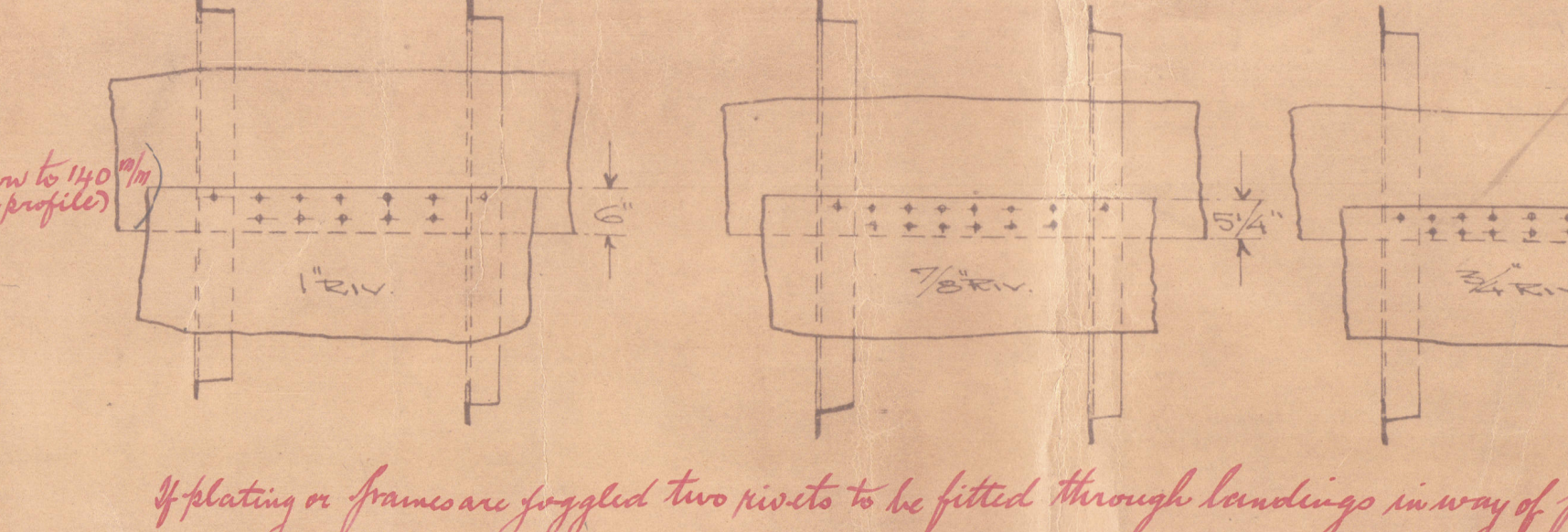
F/C Sideplating butts lapped & 2 Riv.
Butts of bosplates lapped & 4 Riv.
1 additional row of rivets where [illegible] exceeds ~~.58~~ .66 in the breadth for ½ length amidships
Bulwark butts lapped & 1 Riv. Fore & Aft.

4 Riv.	Butts 14" laps	1"	4" c. to c.	
4 Riv. -"-	12" -"-	⅞" -"-	3½"	-"-
3 Riv. -"-	9" -"-	⅞" -"-	3⅛"	-"-
3 Riv. -"-	7½" -"-	¾" -"-	2⅝"	-"-
2 Riv. -"-	5" -"-	¾" -"-	2⅝"	-"-
1 Riv. -"-	3" -"-	¾" -"-	2⅝"	-"-
1 Riv. -"-	2½" -"-	⅝" -"-	2¼"	-"-

LANDINGS.

Outside plating seams all lapped & 2 Riv. Fore & Aft.

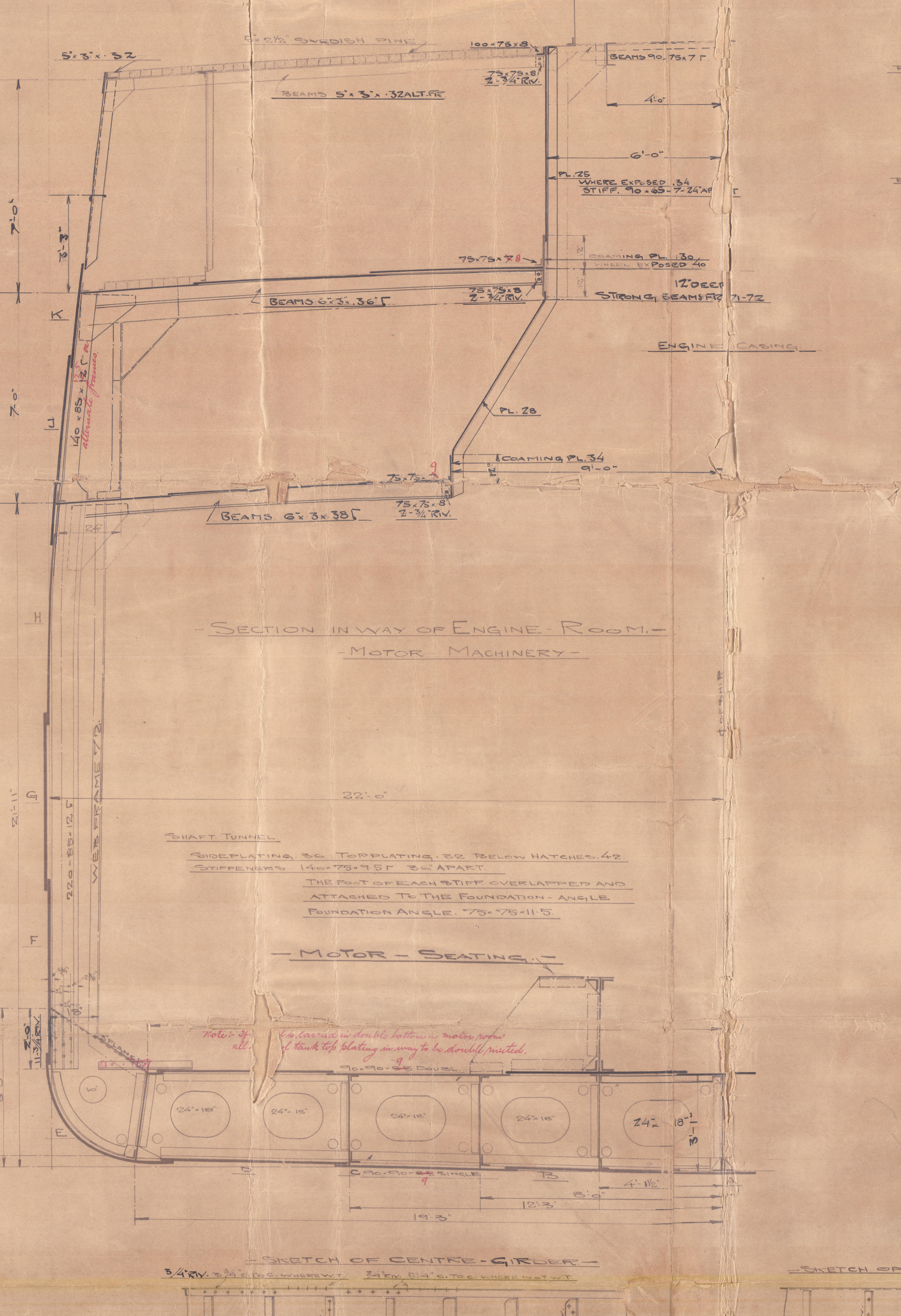
6" Seams	1" Riv.	4" c. to c.	} At ends of wessel for spacing
5¼" -"-	⅞" Riv.	3½" -"-	Amidship see sketches below.
4½" -"-	¾" Riv.	3" -"-	



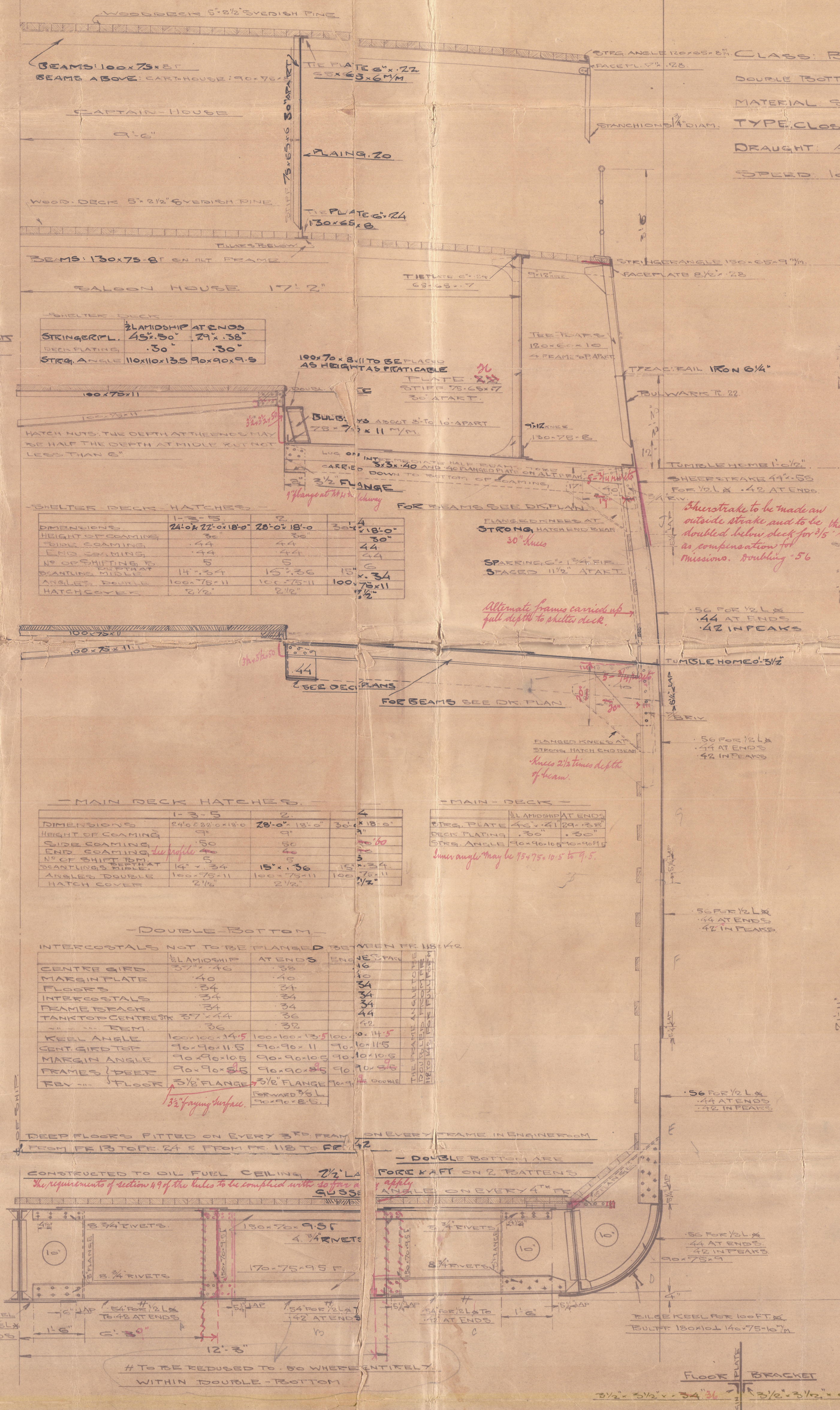
6"
1" Riv.
5¼"
⅞" Riv.
4½"
¾" Riv.

If plating or frames are joggled two rivets to be fitted through landings in way of frame.

Bulwark seams lapped & 1 Riv. 2½" seams ¾" rivets 3" c. to c.
F/C. Sideplating seams lapped & 1 Riv. 2" seams ¾" Riv. 3" c. -"- c.
Connecting frames with outside plat[illegible] in way of peak tanks ⅞" Riv. 4½" [illegible]
[illegible]
Centre girder butts lapped & 3 Riv. for ½ L ⊗ 2 Riv. where [illegible] 8" 3 Riv. 7½ lap ¾" Riv. 3⅝ c. to c.
2 Riv. 5" lap ¾" Riv. 3" c. to c.
Tank top centr. strk. butts lapped & 3 Riv. for ½ L ⊗ 2 R. at ends 3 Riv. 7½" lap ¾" Riv. 3 c. to c. 2 R. 5" lap ¾" R. 3" c. to c.
-"- -"- Rem. -"- -"- -"- & 2 Riv. for ½ L ⊗ 1 R. at ends 2 -"- 5 -"- ¾" -"- 3 -"- 1 -"- 2½ -"- ⅝ -"- 2½ -"-
-"- -"- Seams of centre strake 2 Riv. 4½" seams ¾" Riv. 3" c. to c.
-"- -"- -"- Remainder -"- 1 -"- Fore & Aft 2½" seams ¾" Riv. 3" c. to c. 2¼" seams ⅝" Riv. 2½" c. to c.
See note re landings in motor room if oil fuel carried under.
Margin plate butts lapped & 2 Riv. -"- -"- 5" laps ¾" -"- 3" -"-
Shelter Dk. Strg. Pl. butts lapped & 3 R. for ½ L ⊗ 2 Riv. below .42 3 R. 9" lap ⅞" R. 3⅝" c. to c. 2 R. 5" lap ¾" R. 2⅝" c. to c. (2 Riv. 2½" lap ⅝" Riv. 2½" c. to c.)
-"- -"- Plating -"- -"- & 2 -"- -"- 1 -"- -"- 2 R. 5" -"- ¾" -"- 3" -"- 4¼" lap ⅝ -"- 2½"
Main -"- Strg. Pl. -"- -"- & 2 -"- Fore & Aft 5" lap ¾" Riv. 2⅝" c. to c.
-"- -"- Plating -"- -"- & 2 -"- Fore ½ ⊗ 1 Riv. at ends 2 Riv. 4¼" lap ⅝" R. 2½" c. to c. 1 R. 2½" lap ⅝" R. 2½" c. to c.
Deck plating seams all -"- & 1 -"- Fore & Aft 2½" seams ¾" Riv. 3⅜" c. to c. 2¼" seams ⅝" Riv. 2½" c. to c.
F/C. Stringer Pl. butts lapped & 2 Riv. 4¼" laps ⅝" Riv. 2¼" c. to c.
-"- Deck plating butts lapped & 1 Riv. 2½" laps ⅝" Riv. 2⅛" c. to c.
Connecting beams with deckplating and strg. plates ¾" Riv. 5¼" c. to c. To watertight flats 4½" c. to c.
W.T. Bulkhead seams 2½" laps ¾" Riv. 3⅜ c. to c.
-"- -"- Butts 3" -"- ¾" -"- 3⅜" -"- -"- 2½" laps ⅝" Riv. 2¾" c. to c.
⅝" Riv. through bulkhead stiff 4½" c. to c. ¾" Riv. where plating is above .34"
Single riveted bulkhead boundary bar exept shell flange ¾" Riv. 3⅜" c. to c. ⅝" R. 2¾" c. to c.
-"- -"- -"- -"- Shell flange ⅞" Riv. 4⅜" c. to c. ¾" Riv. 3¾" c. to c.
Zig-zag riveted bulkhead boundary bar. See sketch.



5"×2½" Swedish pine
5"×3"×.32
100×75×8
75×75×8
2-¾" Riv.
Beams 90.75×7 ⌐
4'-0"
Beams 5"×3"×.32 alt. Fr.
6'-0"
Pl. .25
Where exposed .34
Stiff. 90×65×7-24" apart ⌐
7'-0"
3'-3"
75×75×8
Coaming Pl. .30
Where exposed .40
12" deep
Strong beams Fr. 71-72
Beams 6"×3"×.36 ⌐
K
140×85×12.5 ⌐ on alternate frames
J
7'-0"
Engine casing
Pl. .28
Coaming Pl. .34
9'-0"
75×75×9
Beams 6"×3"×.38 ⌐
24"
H
Section in way of Engine-Room.
-Motor Machinery-
G
22'-0"
21'-11"
220×85×12.5 ⌐
Web frame 72
Shaft Tunnel
Sideplating .36 Topplating .32 below hatches .42
Stiffeners 140×75×9.5 ⌐ 36" apart
The foot of each stiff overlapped and attached to the foundation-angle
Foundation angle 75×75×11.5
F
-Motor-Seating.-
Note:- If oil fuel is carried in double bottom in motor room all [illegible] of tank top plating in way to be double riveted.
2'-0"
11-¾" Riv.
5'-3"
10"
24"×18"
90×90×9 Doubl.
E
4"
D
C. 90×90×9 single
B.
A.
4'-1½"
8'-0"
12'-3"
19'-3"



Navigating-Bridge
Round of beams 11" on 44'-0"
Wooddeck 5"×2½" Swedish pine
Beams: 100×75×8 ⌐
Beams above cart-house: 90×75×[illegible]
Tie plate 6"×.22
65×65×6 m/m
Stiff. 75×65×6 30" apart
Strg. angle 120×65×8 m/m
Facepl. 7½"×.28
Captain-house
9'-6"
Stanchions 1¾" diam.
Plaing .20
Boat-Deck.
Round of beams 11" on 44'-0"
Wood-deck 5"×2½" Swedish pine
Tieplate 6"×.24
130×65×8
Pillars below
Beams: 130×75×8 ⌐ on alt frame
Saloon house 17'-2"
Tieplate 6"×.24
65×65×7
9"×18" knee
Stringerangle 150×65×9 m/m
Faceplate 8½"×.28
Shelter Deck
Round of beams 11" on 44'-0"
Tee-bars 120×60×10
4 frames apart
100×70×8×11 to be placed as heigh as praticable
Plate ~~.22~~ .26
Stiff. 75×65×7 30" apart
Tyzac rail Iron 6¼"
Bulwark Pl. .22
100×75×11
Bulb: 75×75×11 m/m about 8' to 10' apart
3½×3½×.50
9"×12" knee
130×75×8
Hatch nuts: the depth at the ends may be half the depth at midle but not less than 6"
Lug on intermediate half beams & ore carried down to bottom of coaming, 3×3×.40 and .40 flanged plate on alt frame
3½" flange
1" flange at hatchway
For beams see Dk. plan
Flanged knees at strong hatch end beam
30" knees
Sparring 6"×1¾" fir spaced 11½" apart
Tumble home 1'-0½"
Sheerstrake 44"×.58
For ½ L ⊗ .42 at ends
Sheerstrake to be made an outside strake and to be doubled below deck for ⅗ the length as compensation for missions. Doubling .56
Alternate frames carried up full depth to shelter deck.
.56 for ½ L ⊗
.44 at ends
.42 in peaks
Main deck
Round of beams 1" on 44'-0"
100×75×11
3½×3½×.50
.44
See deck plans
For beams see Dk. plan
Tumble home 0'-3½"
5¼" lap
⅞" Riv.
Knees 2½ times depth of beam.
Deep floors fitted on every 3rd. frame on every frame in engineroom from Fr. 13 to Fr. 24 & from Fr. 118 to Fr. 142
-Double bottom are constructed to oil fuel
Ceiling 2½" lap fore & aft on 2 battens
The requirements of section 49 of the Rules to be complied with so far as they apply
Gusset angle on every 4th. Fr.
8. ¾" rivets
4. ¾" rivets
150×70×9.5 ⌐
170×75×9.5 ⌐
10"
3" flange
90×75×9
Flat plate keel 44"×.34" for ⅗ L ⊗ to .60 at ends
.54" for ½ L ⊗ to .42 at ends
5¼" lap
1'-6"
6'-3"
12'-3"
Bilge keel for 100 Ft. ⊗
Bulb Pl. 180×10 ⊥ 140×75×10 m/m
# To be redused to .50 where entirely within double-bottom

-SHELTER-DECK-

	½ L Amidship	At Ends
Stringer Pl.	45"×.30"	29"×.38"
Deck plating	.30"	.30"
Strg. Angle	110×110×13.5	90×90×9.5

-SHELTER-DECK-HATCHES.-

	1-3-5	2	4
Dimensions	24'-0" & 22'-0" × 18'-0"	28'-0" × 18'-0	30'-0" × 18'-0"
Height of coaming	30"	30"	30"
Side coaming	.44	.44	.44
End coaming	.44	.44	.44
No of shifting B.	5	5	6
Scantling depth at midle	14"×.34	15"×.36	15"×.34
Angles double	100×75×11	100×75×11	100×75×11
Hatchcover	2½"	2½"	2½"

-MAIN DECK HATCHES.-

	1-3-5	2	4
Dimensions	24'0 & 22'0 × 18'0	28'-0" × 18'-0"	30'-0" × 18'-0"
Height of coaming	9"	9"	9"
Side coaming	.50	.50	~~.50~~ .60
End coaming See profile	~~.40~~	~~.40~~	~~.40~~
No of shift. Bm.	5	5	5
Scantlings depth at midle	14"×.34	15"×.36	15"×.34
Angles double	100×75×11	100×75×11	100×75×11
Hatch cover	2½"	2½"	2½"

-MAIN-DECK-

	½ L Amidship	At Ends
Strg. Plate	46"×.41"	29×.38"
Deck plating	.30"	.30"
Strg. Angle	90×90×10.5	90×90×9.5

Inner angle may be 75×75×10.5 to 9.5.

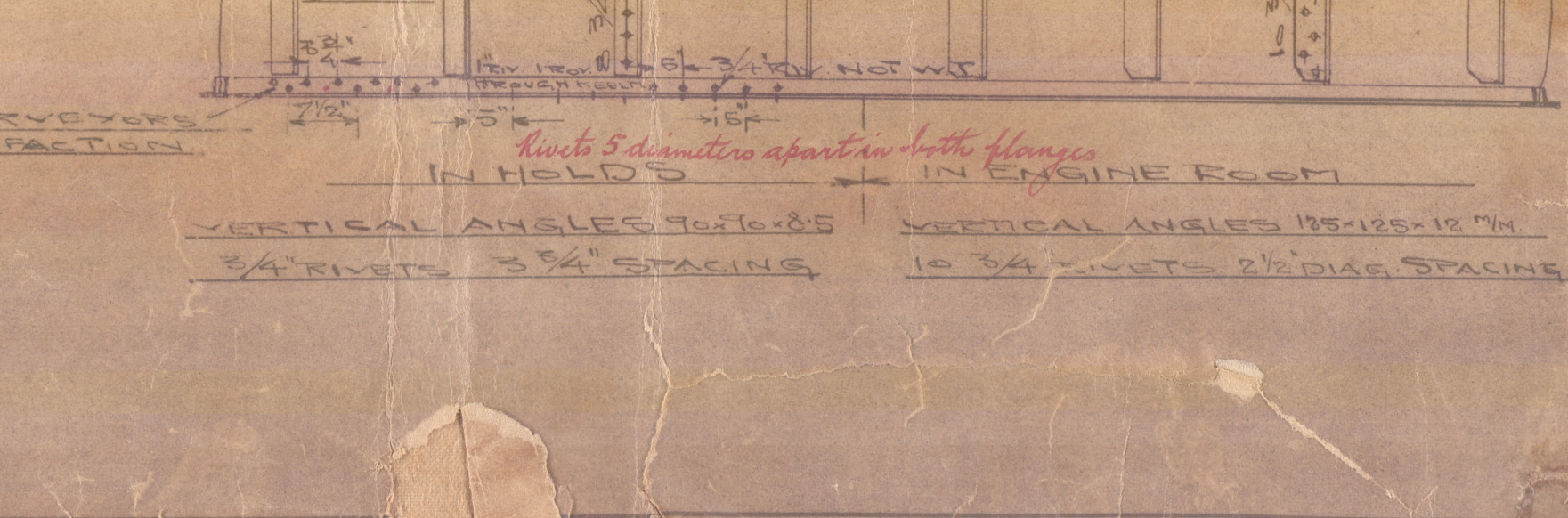
-DOUBLE-BOTTOM-

Intercostals not to be flanged between Fr. 118 & 142.

	½ L Amidship	At Ends	Engine Space
Centre Gird.	37"×.46	.38	.46
Margin plate	.40	.40	.40
Floors	.34	.34	.34
Intercostals	.34	.34	.34
Frame brack.	.34	.34	.44
Tanktop centre stk.	37"×.44	.36	.42
-"- -"- Rem.	.36	.32	[illegible]
Keel angle	100×100×14.5	100×100×13.5	100×[illegible]×14.5
Cent. gird top	90×90×11.5	90×90×11	90×[illegible]×11.5
Margin angle	90×90×10.5	90×90×10.5	90×[illegible]×10.5
Frames } Deep	90×90×~~8.5~~ 9	90×90×~~8.5~~ 9	90×90×~~8.5~~ 9
Rev. -"- } Floor	3½" Flange	3½" Flange Forward ⅗ L 90×90×8.5	90×90×9 Double

The frame angle to be doubled from Fr. 118 to 142 for full [illegible]

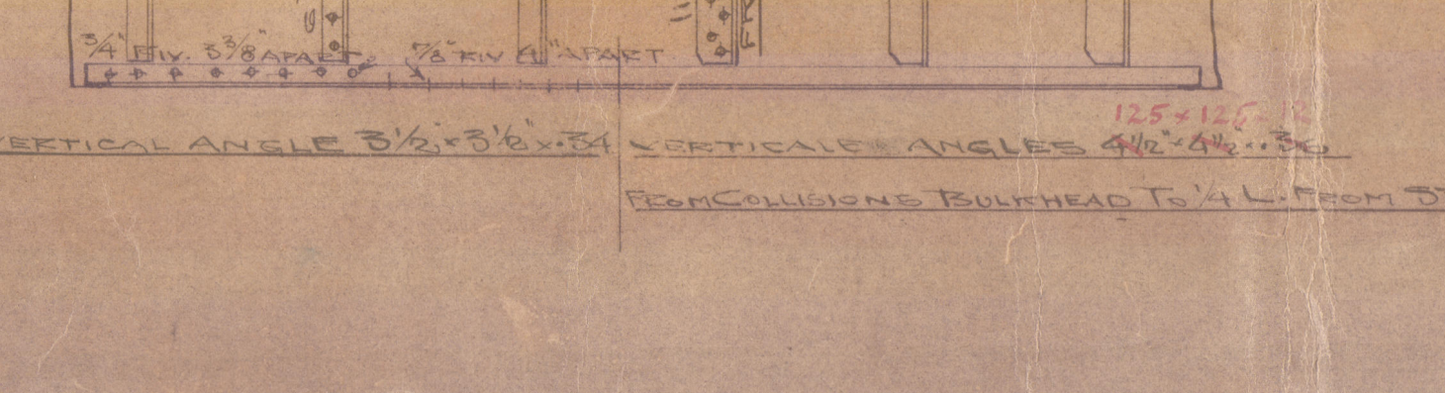
3½" faying surface.



-SKETCH OF CENTRE-GIRDER.-

¾" Riv. 3¾" c. to c. where W.T.
¾" Riv. 5¼" c. to c. where not W.T.
¾" Riv. W.T.
¾" Riv.
10 ¾" Riv.
1" Riv. through keel
¾" Riv. not W.T.
7½"
5"
15"
To surveyors satisfaction
Rivets 5 diameters apart in both flanges
In holds
In engine room

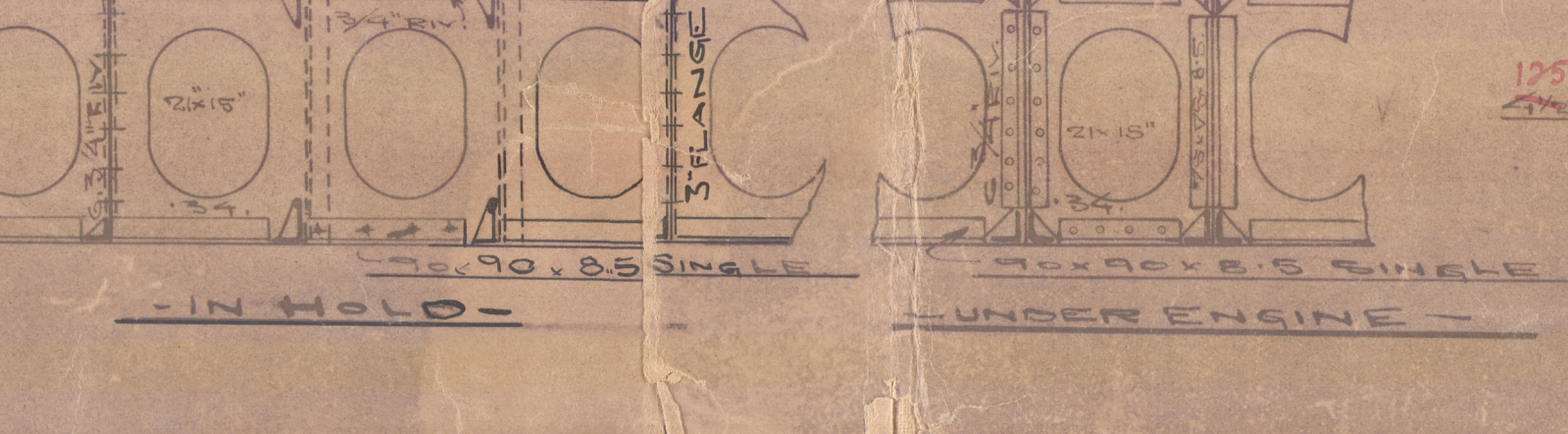
Vertical angles 90×90×8.5 — ¾" rivets 3¾" spacing (in holds)
Vertical angles 125×125×12 m/m — 10 ¾" rivets 2½ diag. spacing (in engine room)



-SKETCH OF MARGIN-PLATE.-

6" flanges
⅞" Riv.
1 ⅞" Riv.
Fr. 114
¾" Riv. 3⅜" apart
⅞" Riv. 4" apart

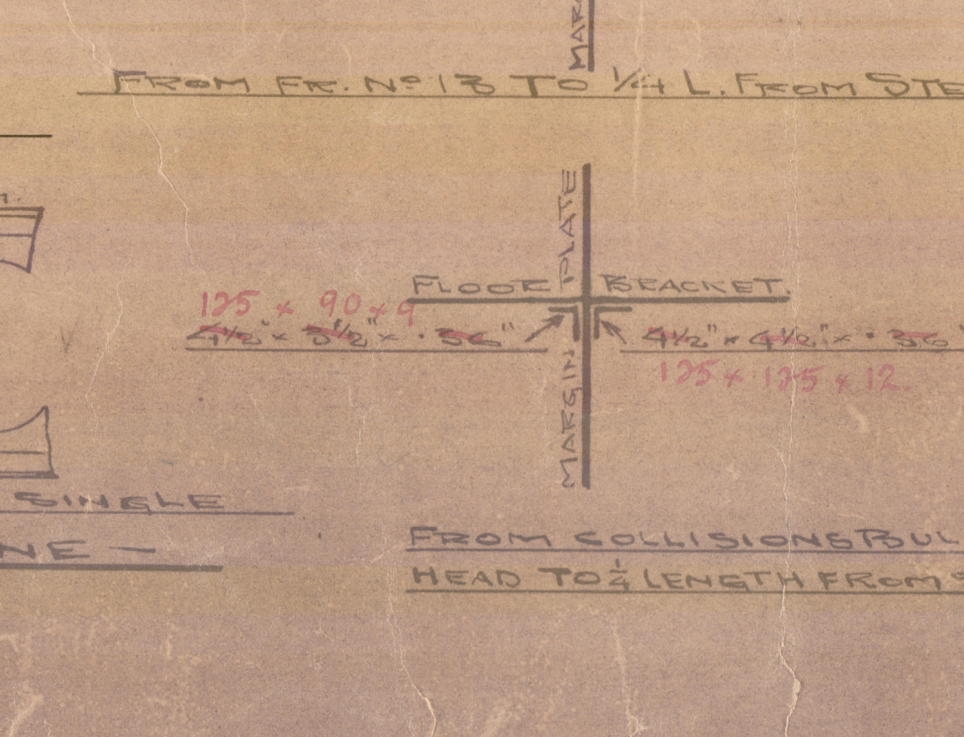
Vertical angle 3½"×3½"×.34 — Vertical angles 4½"×4½"×.36 (125×125×12) from collisions bulkhead to ¼ L. from stem.



-SKETCH OF SIDE-INTERCOSTAL.-

90×90×8.5 single
90×90×8.5 m/m
¾" Riv.
3" flange
21×15"
.34
90×90×8.5 single

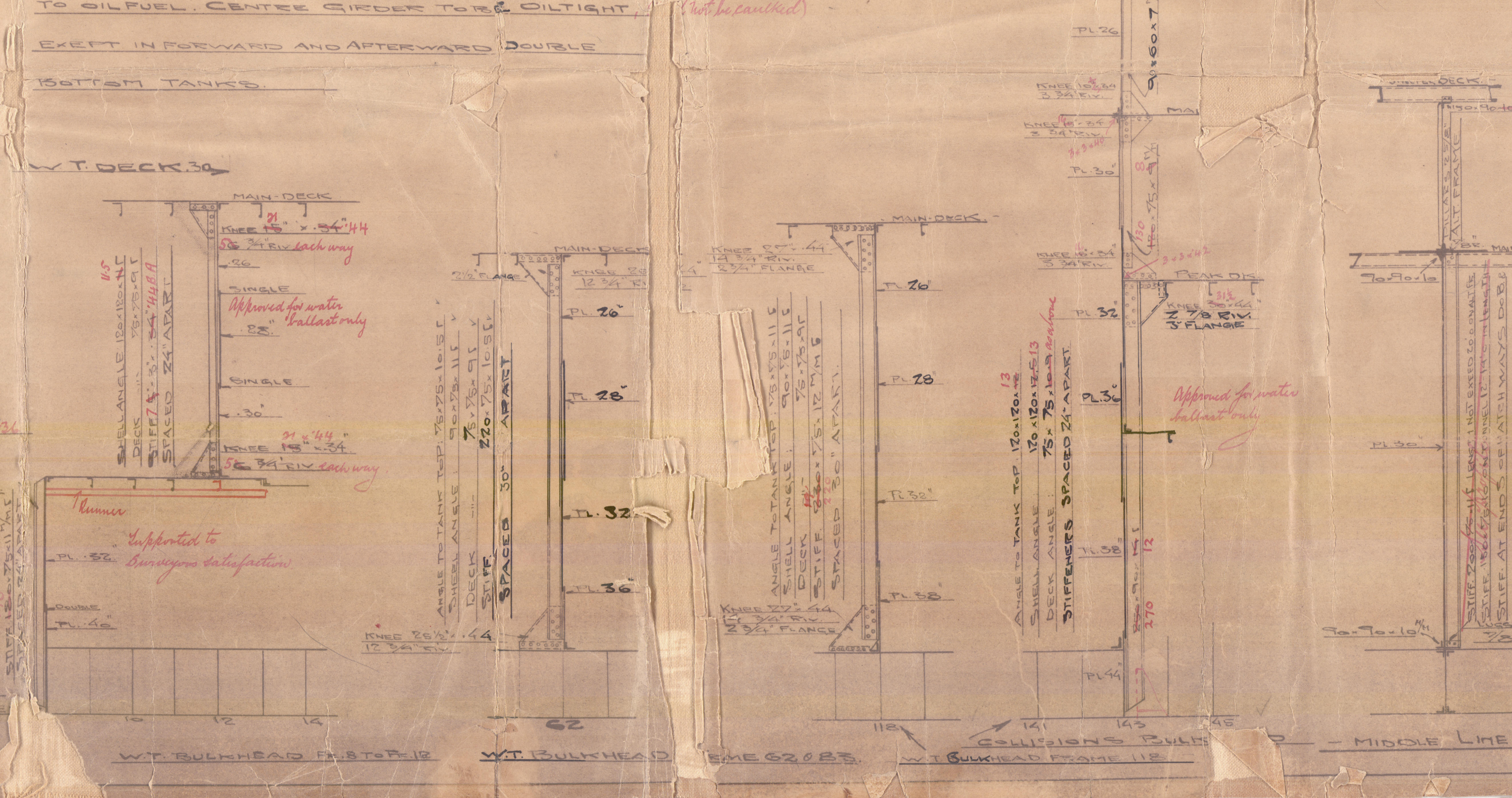
-In hold- -Under engine-



Floor
Margin plate
Bracket
3½"×3½"×.34 .36
125×90×9
4½"×3½"×.36"
4½"×4½"×.36"
125×125×12

From Fr. No 13 to ¼ L. from stem.

From collisions bulkhead to ¼ length from stem.



3¾"
¾" Riv.
4⅜"
⅞" Riv.
W.T. Deck .30
Main-deck
Knee 21"×.44
5 ¾" Riv. each way
.26
Single
Approved for water ballast only
.28"
.30"
Shellangle 120×120×11.5
Deck 75×75×8
Stiff. 74×3½"×44 B.A.
Spaced 24" apart
Runner
Supported to Surveyors satisfaction
Pl. .32
Double Pl. .40
Stiff. 180×75×11 ⌐ spaced 24" apart
Angle to tank top: 75×75×10.5 ⌐
Shell angle: 90×75×11.5
Deck: 75×75×9
Stiff. 220×75×10.5 ⌐
Spaced 30" apart
Knee 25½"×.44
12 ¾" Riv.
Pl. 26"
Pl. 28"
Pl. 32
Pl. 36"
Knee 27"×.44
2¾" flange
Angle to tank top: 75×75×11 ⌐
Shell angle: 90×75×9 ⌐
Deck: 75×75×12 m/m ⌐
Stiff. 230×75×9 ⌐
Spaced 30" apart
Pl. 38"
Angle to tank top 120×120×13
Shell angle 120×120×13
Deck angle 75×75×10.5 ⌐
Stiffeners spaced 24" apart
Shelter Dk.
Knee 18"×.34
Pl. .26
90×60×7 m/m
Main
Pl. .30"
Peak Dk.
Knee 21"×.44
2 ⅞ Riv.
3" flange
Pl. .32
Pl. 36"
Approved for water ballast only
Pl. .38"
Pl. .44
270
Shelter Deck
150×90×10 15
Pillars 2½ at frame
Main-Dk.
90×90×10
Pl. 30
Stiff. 220×75×11 ⌐ length not exceed 20 ft.
Stiff. at ends of hatchways double
Bracket top & bottom
See profile & deckplans
Lugs 90×90×10 double
⅞" Riv.
10
12
14
62
118
141
143
145
W.T. Bulkhead Fr. 8 to Fr. 12
W.T. Bulkhead frame 62 & 83.
W.T. Bulkhead frame 118
Collisions Bulkhead
-Middle line bulkhead-

14.1.22

[illegible]
Drawing No 10
Sheet No 1
Scale ½" = 1 Foot
K.W.
6-1-22
Midship Section.

W118-0110

London
Copy.

PLAN OF

DONKEY BOILERS

to be constructed by

AKTIESELSKABET
BURMEISTER & WAINS
MASKIN- OG SKIBSBYGGERI
Copenhagen

for the Screw Motor Vessels

Yard No. 10. 14 & 15

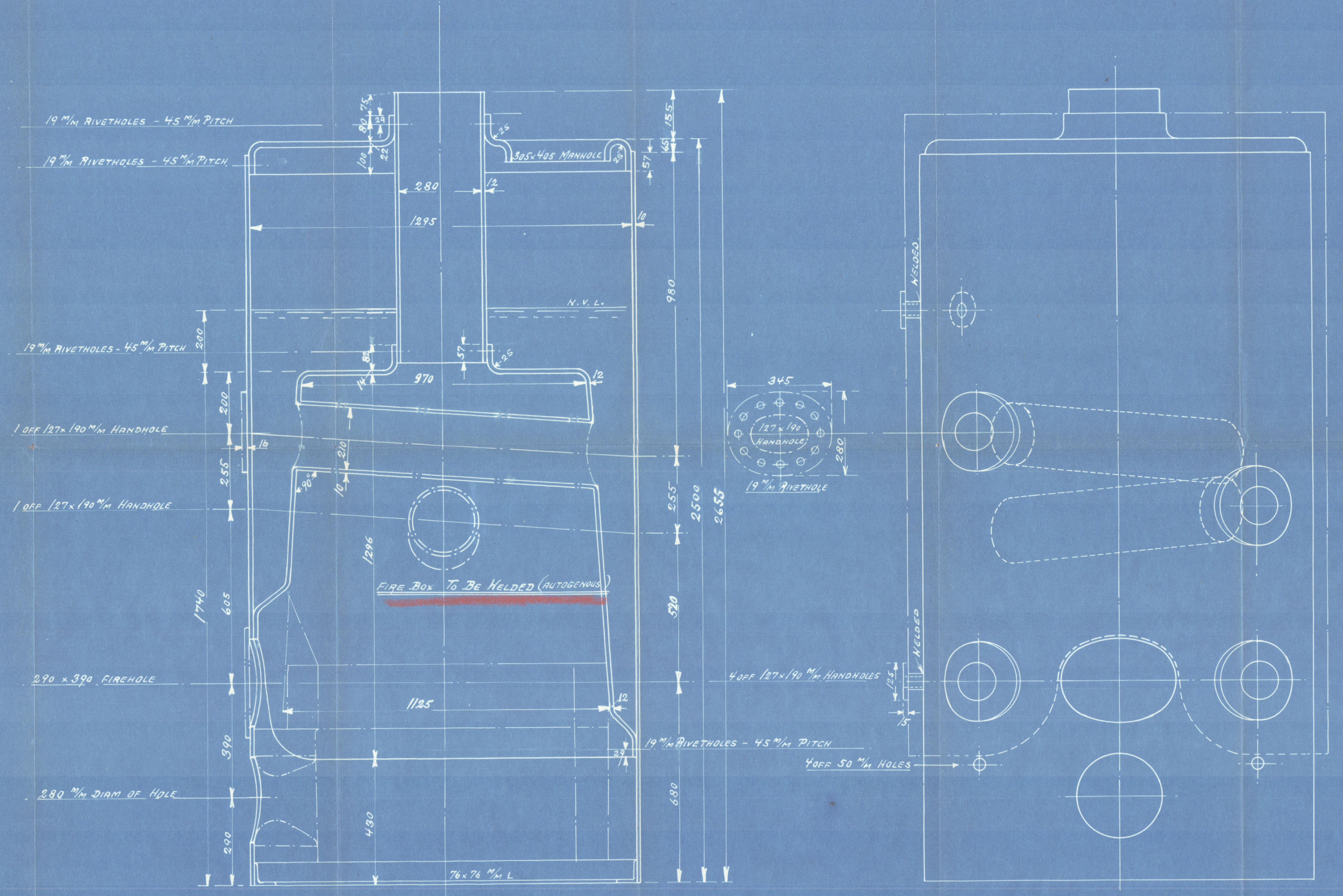
being built by
Odense Staalskibsværft
(ved A. P. Möller) Odense.

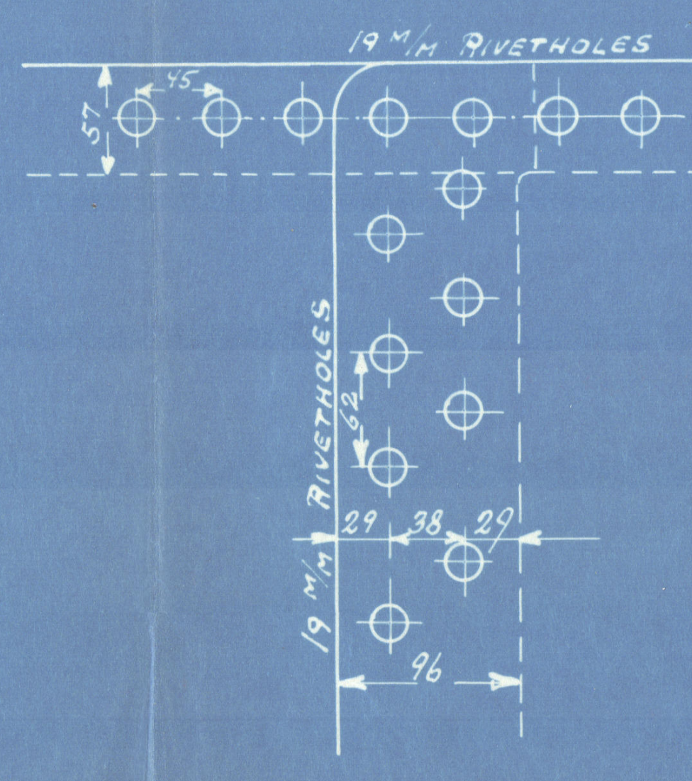
LLOYD'S REGISTER OF SHIPPING
SURVEYORS OFFICE
SKT. ANNÆ PLADS 28
7/7. 22.
COPENHAGEN

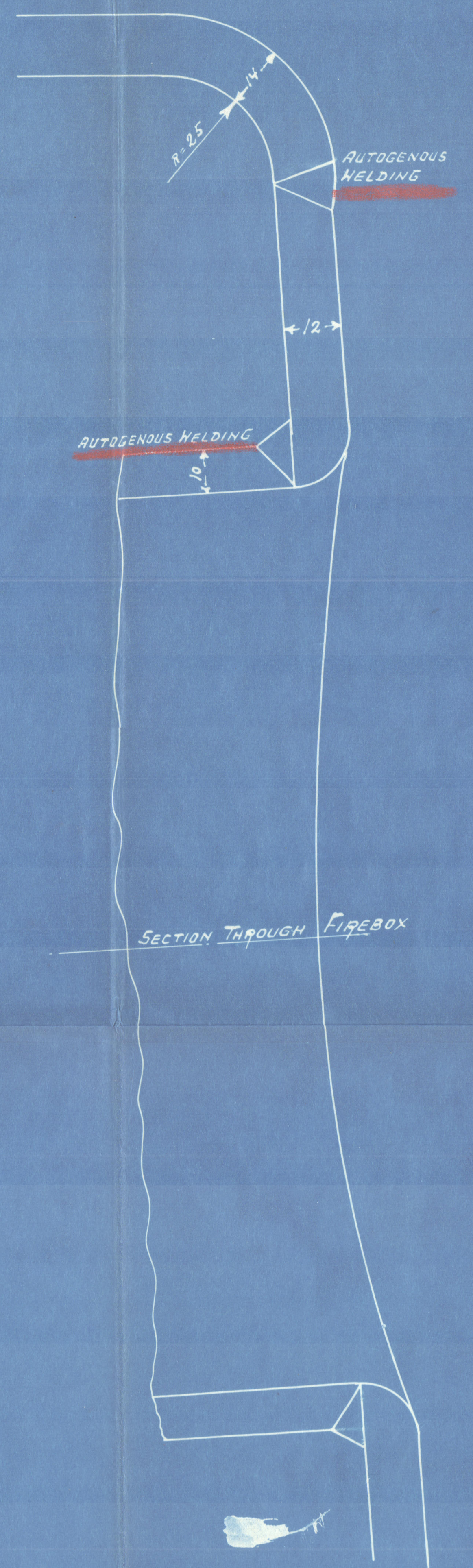
"Sally Mærsk".
~~Gen Box 3697~~
Cpn 6574.

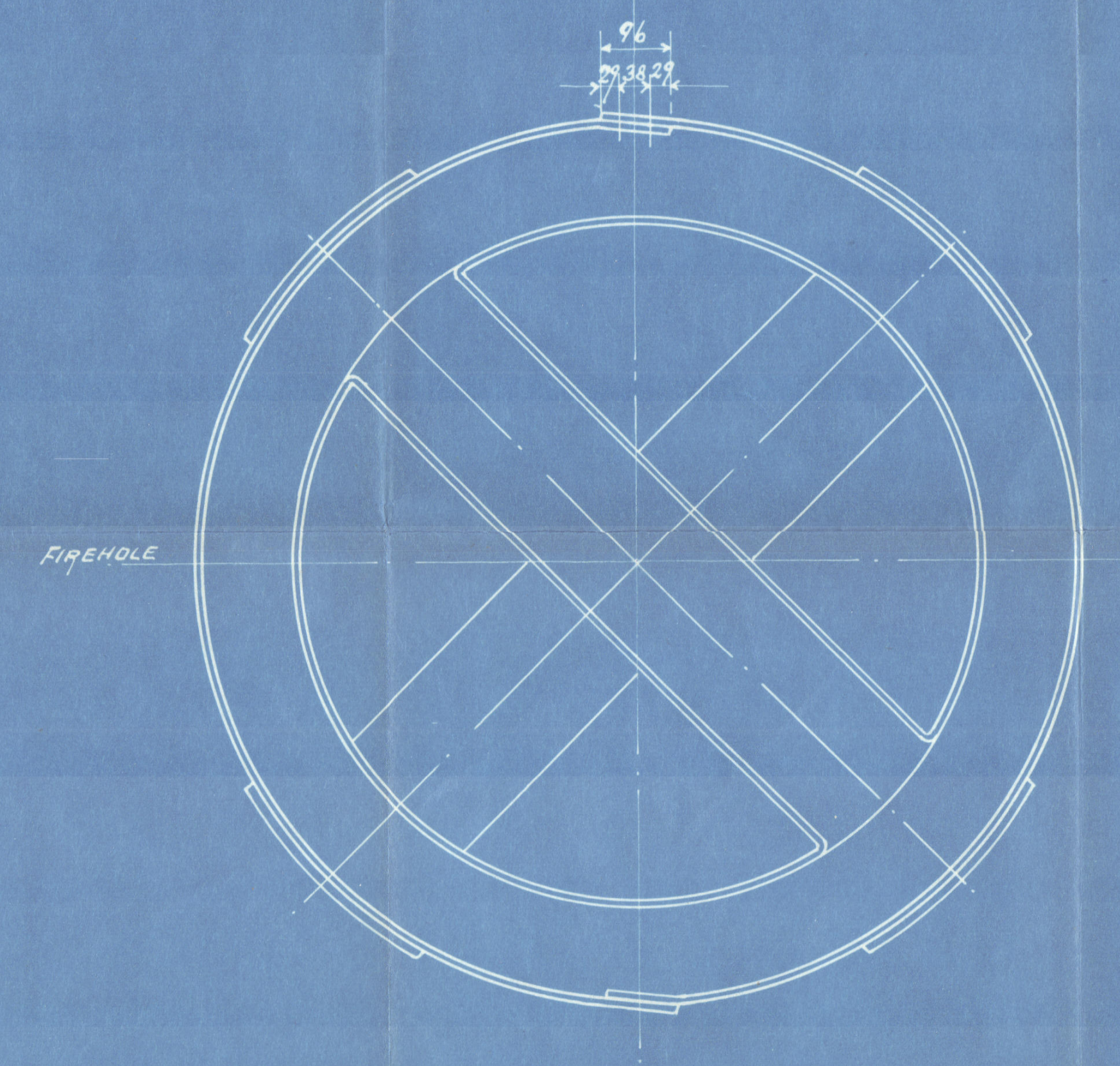
W118-0108

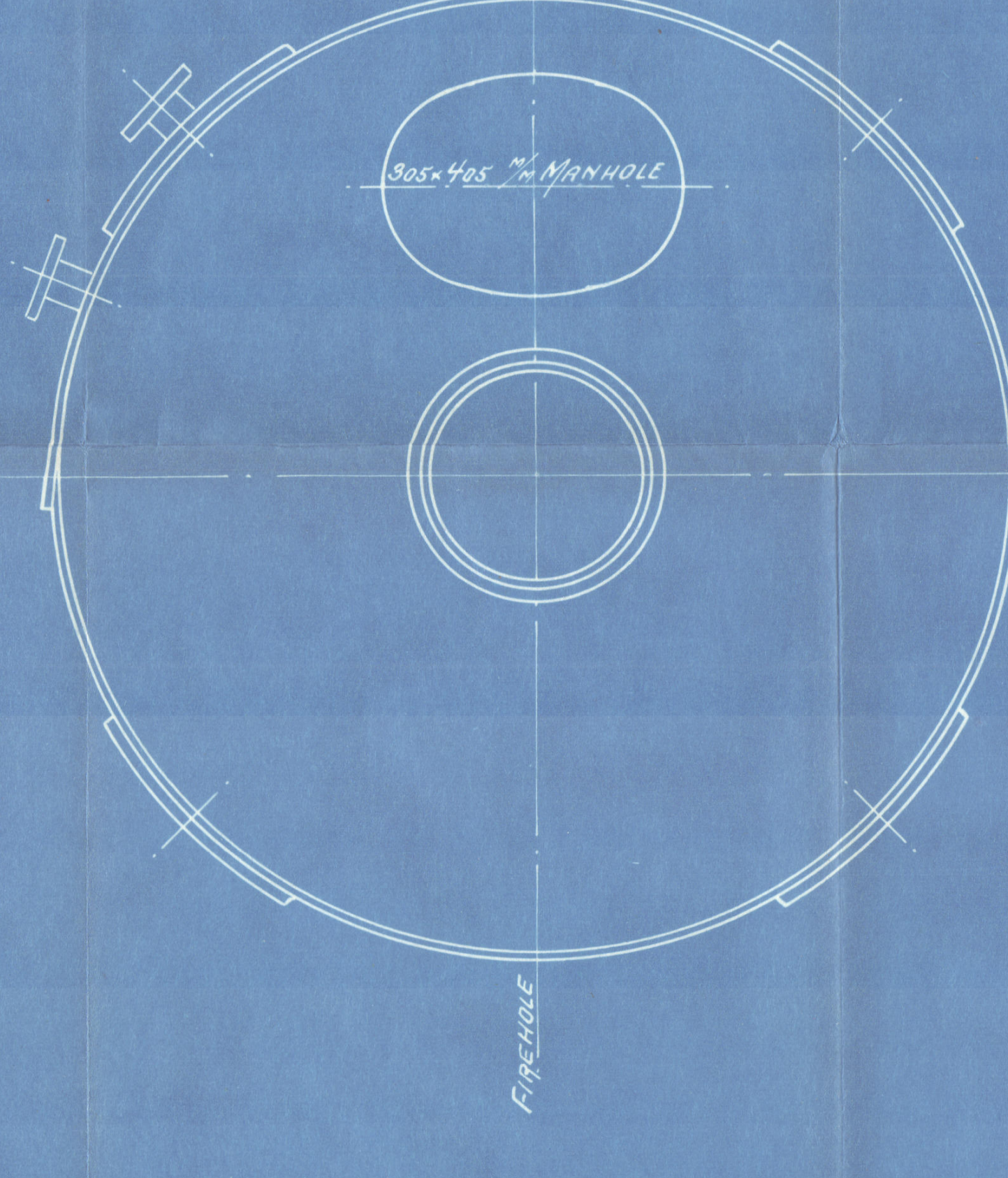
29071


19 M/M RIVETHOLES - 45 M/M PITCH
19 M/M RIVETHOLES - 45 M/M PITCH
305x405 MANHOLE
280
12
1295
10
155
65
57
75
80
29
22
100
25
N.V.L.
980
19 M/M RIVETHOLES - 45 M/M PITCH
200
57
82
14
970
12
200
1 OFF 127x190 M/M HANDHOLE
16
210
255
90°
10
1 OFF 127x190 M/M HANDHOLE
1296
FIRE BOX TO BE WELDED (AUTOGENOUS)
1740
605
290 x 390 FIREHOLE
1125
12
390
29
280 M/M DIAM OF HOLE
430
290
76x76 M/M L
255
520
680
2500
2655
345
127x190 HANDHOLE
280
19 M/M RIVETHOLE
4 OFF 127x190 M/M HANDHOLES
125
15
19 M/M RIVETHOLES - 45 M/M PITCH
4 OFF 50 M/M HOLES
WELDED
WELDED


19 M/M RIVETHOLES
57
45
19 M/M RIVETHOLES
62
29
38
29
96


R=25
14
AUTOGENOUS WELDING
12
AUTOGENOUS WELDING
10
SECTION THROUGH FIREBOX


96
FIREHOLE


305x405 M/M MANHOLE
FIREHOLE

MARKED	Nº OFF	LENGTH	WIDTH	THICKNES	POSITION	WEIGHT
A	1	1500 M/M DIAM		22	TOPPLATE	300
B	1	1060 M/M DIAM		14	TOPPLATE OF COMB. CH.	100
C	2	2450	2165	10	SHELLPLATE	840
D	2	2100	1400	12	SHELLPLATE OF COMB. CH	550
E	1	900	730	16	WASHERS	90
1					TOTAL	1880 KG

WORKING PRESSURE 3,5 KG (50 LBS. PR. □") - TESTING PRESSURE 7 KG / CM²	
HEATING SURFACE	60 □'
AREA THROUGH TUBES	0,66 □'
OIL FIRING - NATURAL DRAUGHT	

RIVETTING

	LONGITUDINAL SEAM	CIRCUMFERENTIAL SEAM
	DOUBLE RIVETTED	SINGLE RIVETTED
DIAM OF RIVETHOLES	19	19
PITCH	62	45
% OF PLATE	69,3 %	
% OF RIVETS	82 %	
HOLES ARE DRILLED IN PLATES AFTER BENDING		

LOWEST TENSILE STRENGTH OF SHELL PLATES	44 KG M/M²
" " " " FLANGED PLATES	41 KG M/M²
" " " " RIVETS	41 KG M/M²

WEIGHT OF BOILER PLATES	1880
TUBES	190
TOTAL WEIGHT OF BOILER	2070 KG
WEIGHT OF WATER	700 KG

BUILDING Nº	BOILER Nº	MADE TO RULES
ODENSE 10	1755	LLOYDS
ODENSE 14	1756	LLOYDS
ODENSE 15	1757	LLOYDS

Actieselskabet
Burmeister & Wains Maskin- og Skibsbyggeri,
Kjøbenhavn.
3-7-1922
R-13

14/7/22

DONKEYBOILER

SKALA 1:10
GR.466

AKTIESELSKABET
BURMEISTER & WAINS
MASKIN & SKIBSBYGGERI
29·6·1922 Nº 29071

17/7/22

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Lloyd's Register
Foundation

II

PLAN OF

THRUST, INTERMEDIATE AND PROPELLER SHAFTS

FOR THE DIESEL OIL ENGINE

to be constructed by

AKTIESELSKABET
BURMEISTER & WAINS
MASKIN- OG SKIBSBYGGERI
Copenhagen

for the

Single Screw Motor Vessel

Yard № 10

to be constructed by

Messrs Odense Staalskibsværft.
(ved A. P. Möller)
Odense.

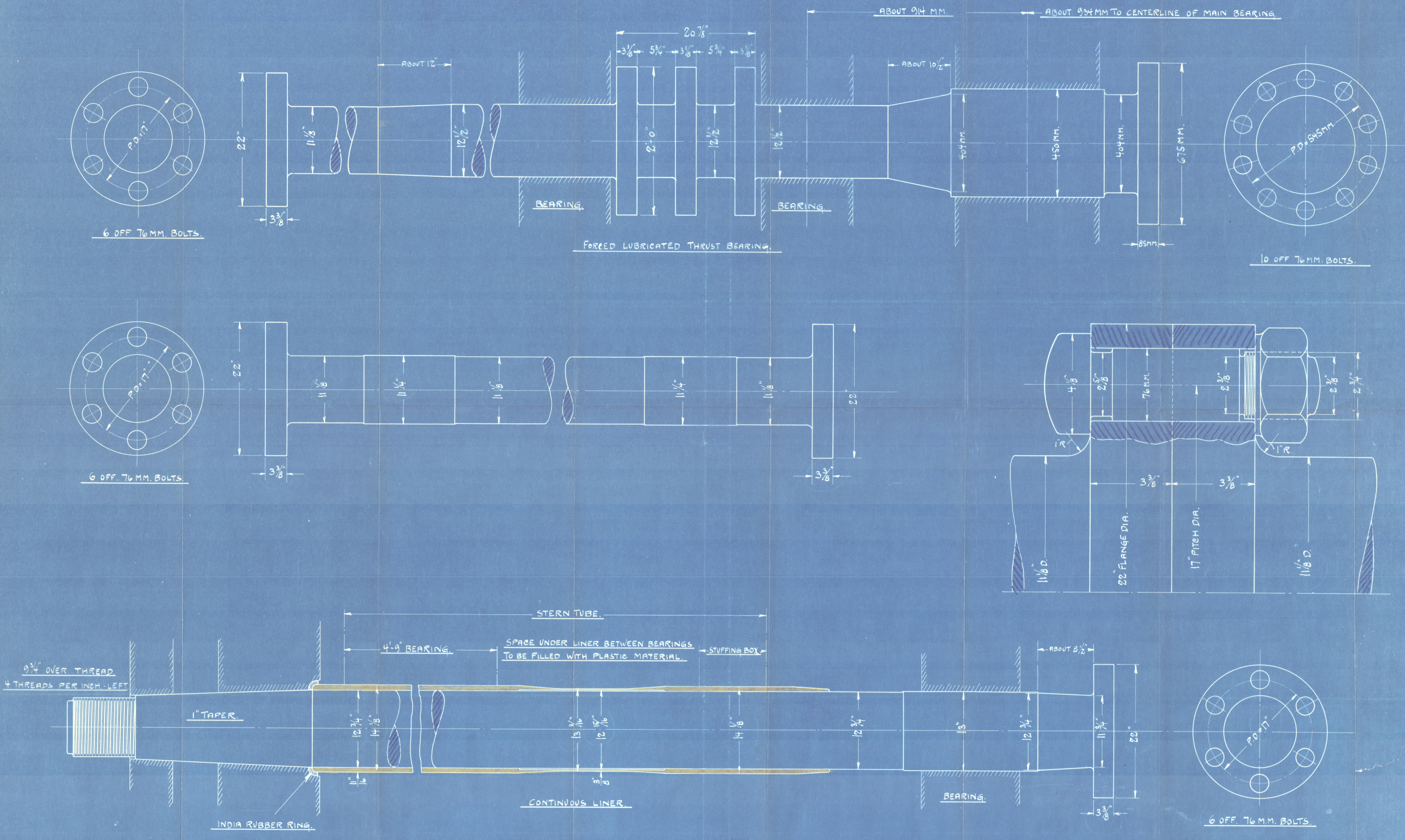
LLOYD'S REGISTER OF SHIPPING
SURVEYORS OFFICE
SKT. ANNÆ PLADS 28
8/3. 22
COPENHAGEN

M/S "SALLY MÆRSK." Cpn. Rpt № 6574.

W118-0107

13/3/22

28865



ABOUT 914 MM.
ABOUT 934 MM TO CENTERLINE OF MAIN BEARING.
20 7/8"
3 1/8"
5 3/4"
3 1/8"
5 3/4"
3 1/8"
ABOUT 12"
ABOUT 10 1/2"
P.D.=17"
22"
11 1/8"
12 1/2"
2'-0"
12 1/2"
12 1/2"
404 MM.
450 MM.
404 MM.
675 MM.
P.D.=545 MM.
3 3/8"
BEARING.
BEARING.
85 MM.
6 OFF 76 MM. BOLTS.
FORCED LUBRICATED THRUST BEARING.
10 OFF 76 MM. BOLTS.
P.D.=17"
22"
11 1/8"
11 1/4"
11 1/8"
11 1/4"
11 1/8"
22"
3 3/8"
3 3/8"
6 OFF. 76 MM. BOLTS.
4 1/8"
2 5/8"
76 M.M.
2 3/8"
2 3/8"
2 3/4"
1"R.
1"R.
3 3/8"
3 3/8"
11 1/8" D.
22" FLANGE DIA.
17" PITCH DIA.
11 1/8" D.
STERN TUBE.
4'-9" BEARING.
SPACE UNDER LINER BETWEEN BEARINGS TO BE FILLED WITH PLASTIC MATERIAL.
STUFFING BOX
ABOUT 8 1/2"
9 3/4" OVER THREAD.
4 THREADS PER INCH - LEFT
1" TAPER.
12 3/4"
14 1/8"
13 11/16"
12 15/16"
14 1/8"
12 3/4"
13"
12 3/4"
11 3/4"
22"
1"
3/8"
CONTINUOUS LINER.
BEARING.
INDIA RUBBER RING.
3 3/8"
P.D.=17"
6 OFF 76 M.M. BOLTS.

SHAFTS FOR S.S. Nº ODENSE 10.

6 CYLINDER FOUR STROKE CYCLE DIESEL ENGINE

CYLINDER DIAM.	630 MM. = 24,8"	DIAM. OF PROPELLER	15'-0"
STROKE	1300 MM. = 51,2"	DIAM. OF FLY WHEEL	2620 MM. = 8'-7 1/4"
REV. PER MINN.	85.	WHEICHT OF FLY WHEEL	13,5 TONS.

13-3-22

AKTIESELSKABET
BURMEISTER & WAINS
MASKIN- OG SKIBSBYGGERI
6-3-1922

R-B

AKTIESELSKABET
BURMEISTER & WAIN
MASKIN & SKIBSBYGGERI
28 - 2 - 1922. Nº 28865.

W118-0107

I.

Plan of
CRANK SHAFT for the
MAIN DIESEL OIL ENGINE
to be constructed by
AKTIESELSKABET
BURMEISTER & WAINS
MASKIN- OG SKIBSBYGGERI
Copenhagen
for the
Single Screw Motor Vessel
Yard No 10
to be built by
Messrs Odense Staalskibsværft
(ved A. P. Möller.)
Odense.

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M/S "SALLY MÆRSK." Cpn. Rpt. No 6574.

W118-0106

13/3/22

82395

1250
1250
270
340
270
85
85
25
70
404
30
150
2 OFF
650
30
150
60
370
25
70
404
410
410
404
675
404
404
404
675
R-380
R-380
10 OFF 76 M/M BOLT HOLES
35°
35°
1300
545
120°

SHAFT FOR S.S. Nº ODENSE VÆRFT 10

6 CYLINDER FOUR STROKE CYCLE DIESEL ENGINE

CYL. DIAM. 630 M/M - STROKE 1300 M/M

13-3-22

~~AKTIESELSKABET~~
BURMEISTER & WAINS
MASKIN- OG SKIBSBYGGERI
6-3-1922

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